

REMARKS

Claims 1-10 are pending in the present application. Claims 1-4, 6 and 7 stand rejected and Claim 5 is objected to. Claims 8-10 have been allowed. Claims 1, 2 and 4-10 have been amended herein. New Claims 11-23 have been added herein. Reconsideration is respectfully requested in light of the present amendments and following remarks. The above amendments and following remarks are believed to be fully responsive to the outstanding Office Action and to render all claims at issue patentably distinct over the references cited.

The Examiner has rejected Claims 1, 2, 6 and 7 under 35 U.S.C. §102(e) as allegedly being anticipated by Just et al. (U.S. Patent No. 6,443,517). This rejection is respectfully traversed. It is believed that the originally filed claims are patentably distinct over the cited reference. For example, the “hydraulic adjusting system and the control unit 10” of Just et al. merely appear to be portions of the same hydraulic system and do not include an electronic control unit as claimed in the present invention.

To further emphasize this difference, Claim 1 has been amended to state that the electronic control unit operably controls at least one of a window defroster, a latch member, a window regulator motor and/or a lamp. Support for this amendment can be found within the originally filed Figures 7A-7E, and in the accompanying text. This additional feature is also not disclosed, suggested or motivated by any of the cited references, and is a significant improvement over the prior references. It is noteworthy that all of the other revisions to Claim 1 are of a broadening nature, not made for patentability reasons and should be entitled to a full range of equivalents.

In addition to the electronic control unit difference, independent Claim 6 has been amended to state that the member is a “bulkhead panel member.” Support for this amendment can be found in the first sentence of paragraph [0017] of the originally filed application. In contrast to the cited Just et al. patent, a bulkhead is typically a structural panel that generally separates different compartments within a vehicle; for example, separating an engine compartment from a passenger compartment, separating a passenger compartment from a roof storage compartment, separating a roof storage compartment from a trunk-like storage compartment, separating a passenger compartment from a trunk-like storage compartment, etc. Moreover, the preassembled and modularized nature of the present invention has also been emphasized in independent Claim 6. In contrast, the cited references do not teach, suggest or motivate the claimed combination of features. Accordingly, it is respectfully requested that the instant rejection be withdrawn.

Claims 3 and 4 have been rejected under 35 U.S.C. §103(a) as allegedly being unpatentable over Just et al. in view of Wolf et al. (U.S. Patent No. 5,881,458). This rejection is respectfully traversed. It is believed that the originally filed claims are patentably distinct over the cited references. There is no suggestion or motivation to combine these references as suggested by the Examiner. Notwithstanding, this rejection is deemed moot in light of the amendment to the base independent claims. Accordingly, it is respectfully requested that the instant rejection be withdrawn.

Moreover, the elements of the base independent claim have essentially been added to the objected to dependent Claim 5. It is noteworthy that all of the amendments not specifically addressed in these remarks have been made in a

broadening manner, not for patentability reasons and should be given their full range of equivalents when interpreted.

In view of the instant amendments, it is submitted that the present application is in condition for allowance. Accordingly, it is requested that the Examiner pass the case to issue at his earliest convenience.

Respectfully submitted,

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